



Sounding Board Meeting #6

Center City Bike Network – Sounding Board
Dawn Schellenberg, Sam Woods, & Eric Tweit
February 21, 2017



Seattle
Department of
Transportation

Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

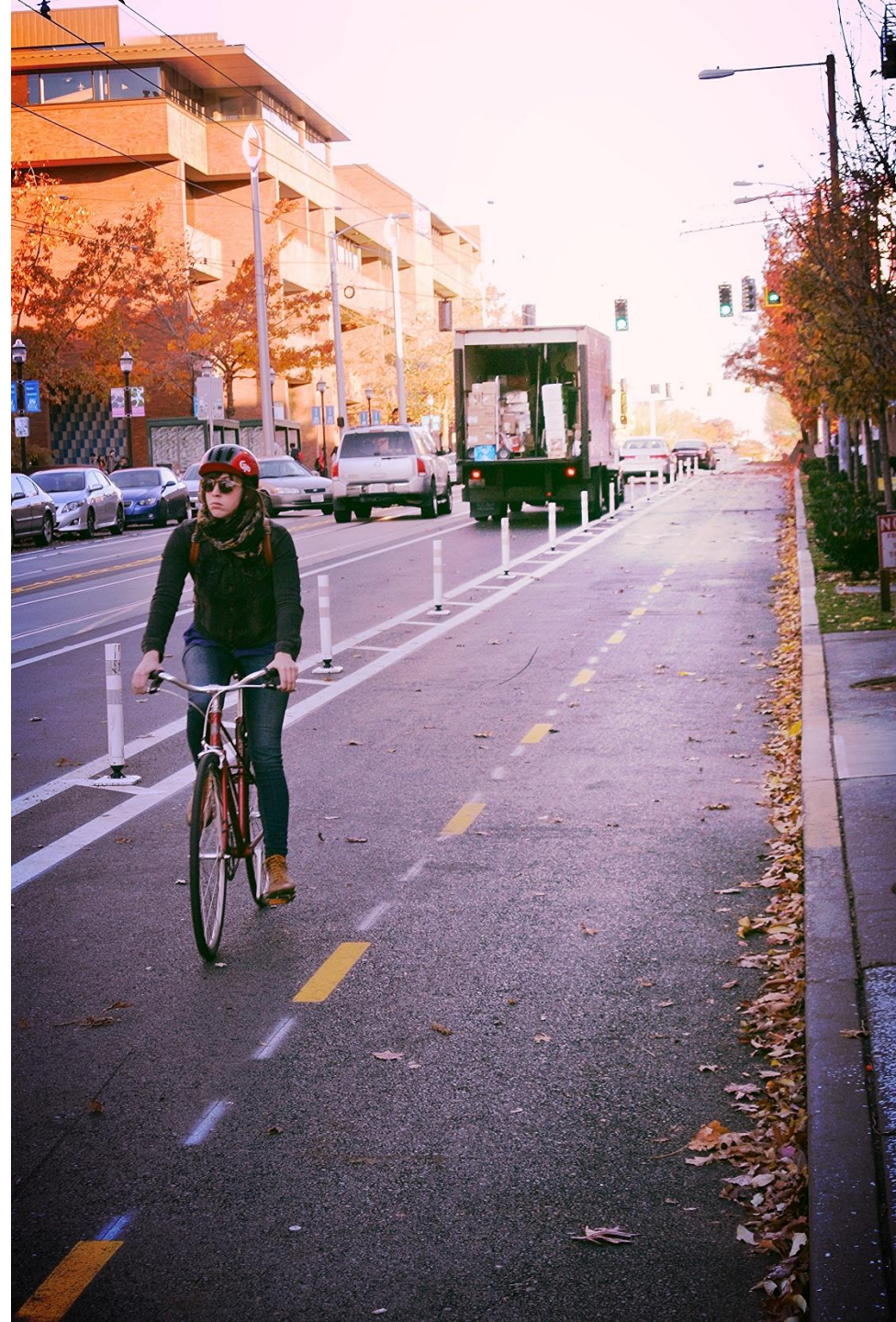
Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

Presentation overview

- Coordinating with One Center City
- Bike network progress
- Early implementation projects
- Next steps



Network vision

SDOT is building a Center City Bike Network with north-south spines and east-west connections



Integrating with One Center City

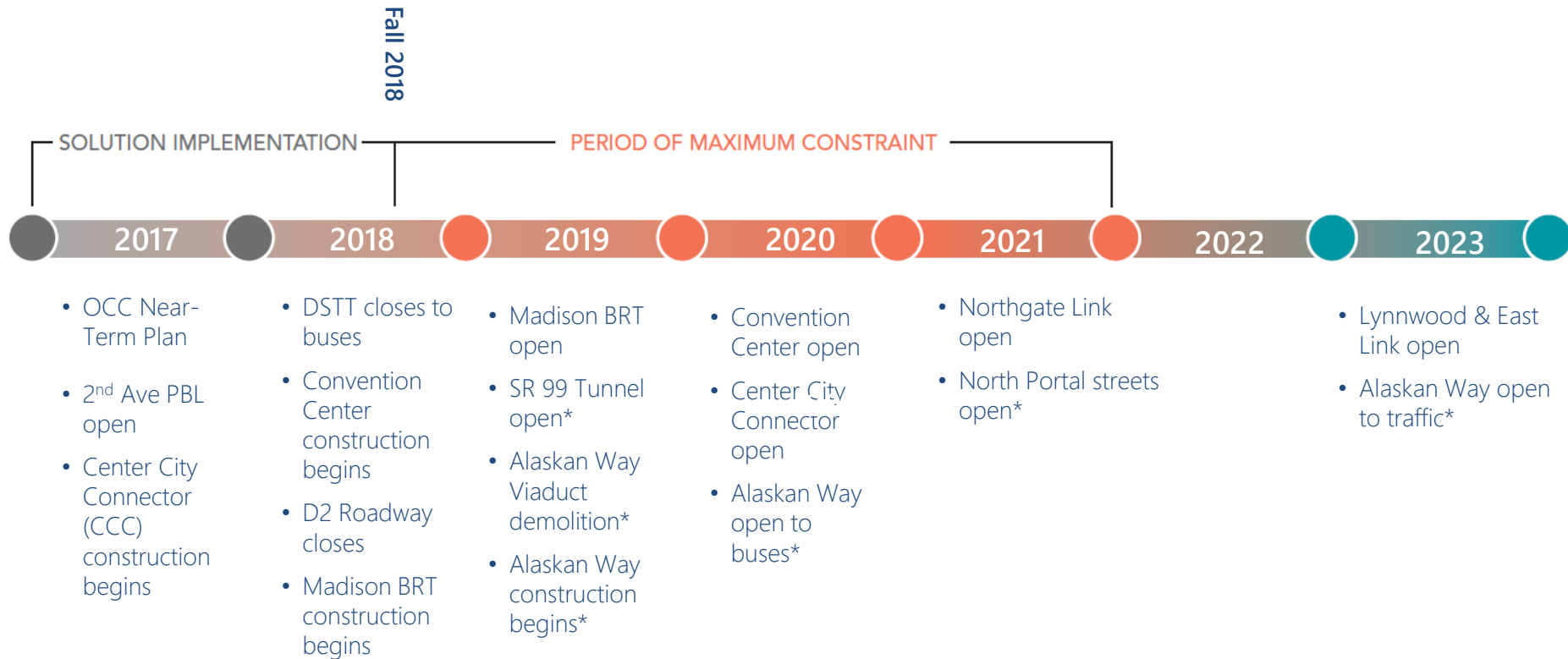
Twenty-year transportation and public realm vision

Unified and integrated plan for how we:

- Move through,
- Connect to, and
- Experience Center City



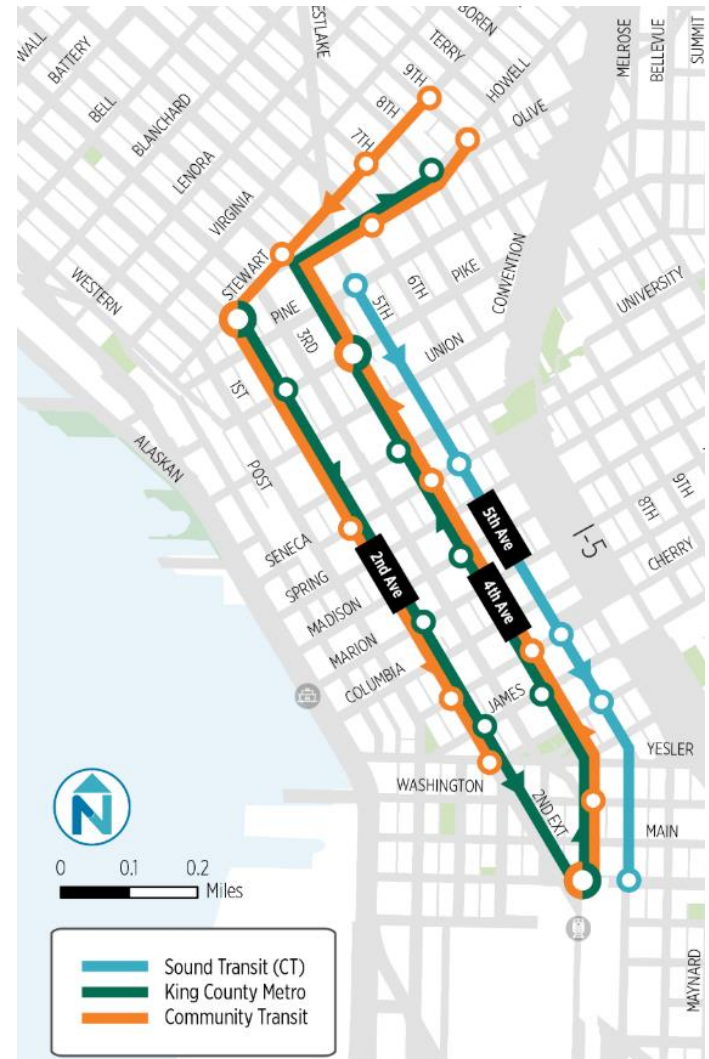
A TIMING CHALLENGE



* - Alaskan Way Viaduct Replacement Program project timelines dependent on completion of the SR 99 Tunnel

NO ACTION NOT AN OPTION

- Longer travel times
- Reduced travel reliability
- More passengers waiting on sidewalks
- Less space for other uses
 - Bikes
 - Delivery vehicles
 - Service providers
 - Taxi and for-hire vehicles
- Additional cost to transit providers



Default surface street routes for tunnel buses

POTENTIAL NEAR-TERM STRATEGIES

Surface Street
Operations



CC Bike Network
Implementation



Transit Service
Restructuring



Pedestrian &
Public Realm

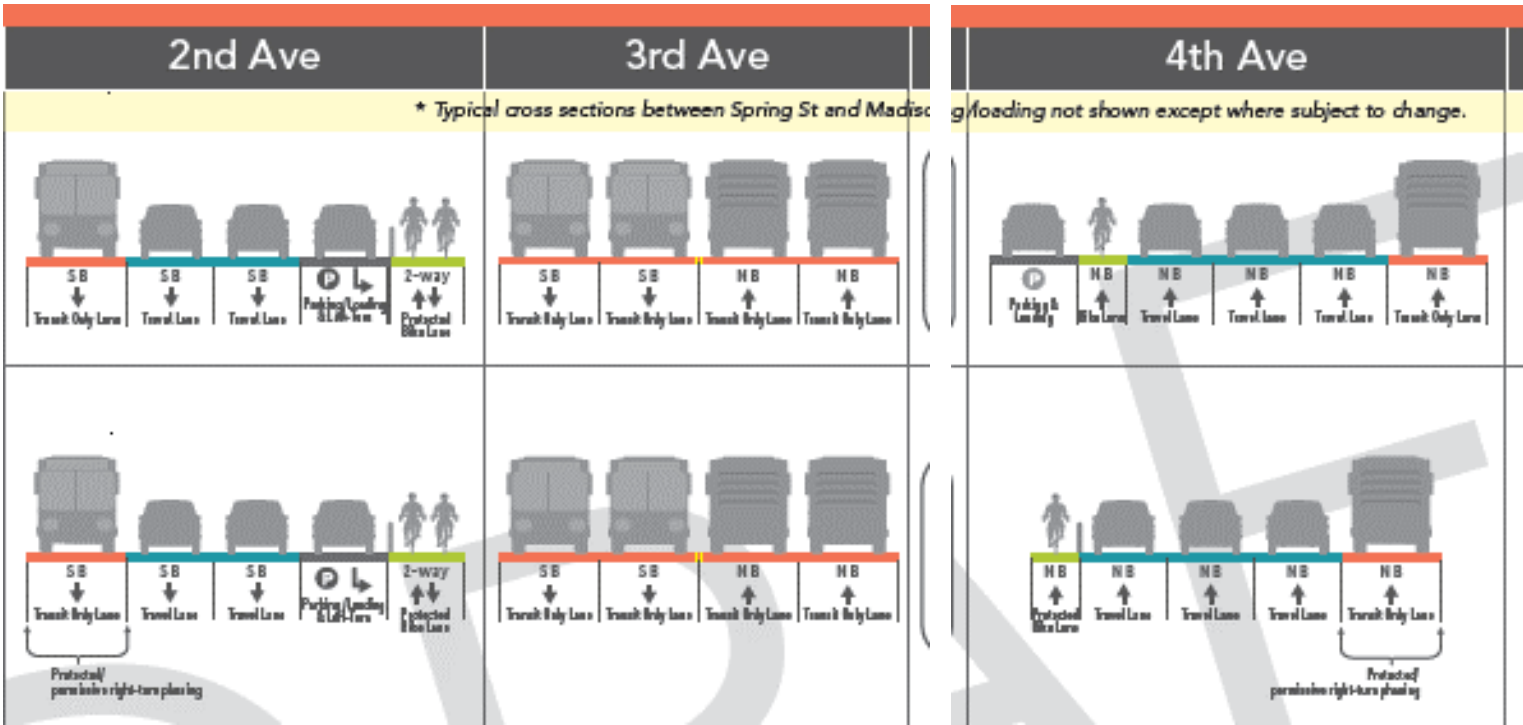
Programs &
Management
Strategies



NORTH-SOUTH POTENTIAL SURFACE STREET OPERATIONS STRATEGIES

Option B: OPERATIONAL ENHANCEMENTS

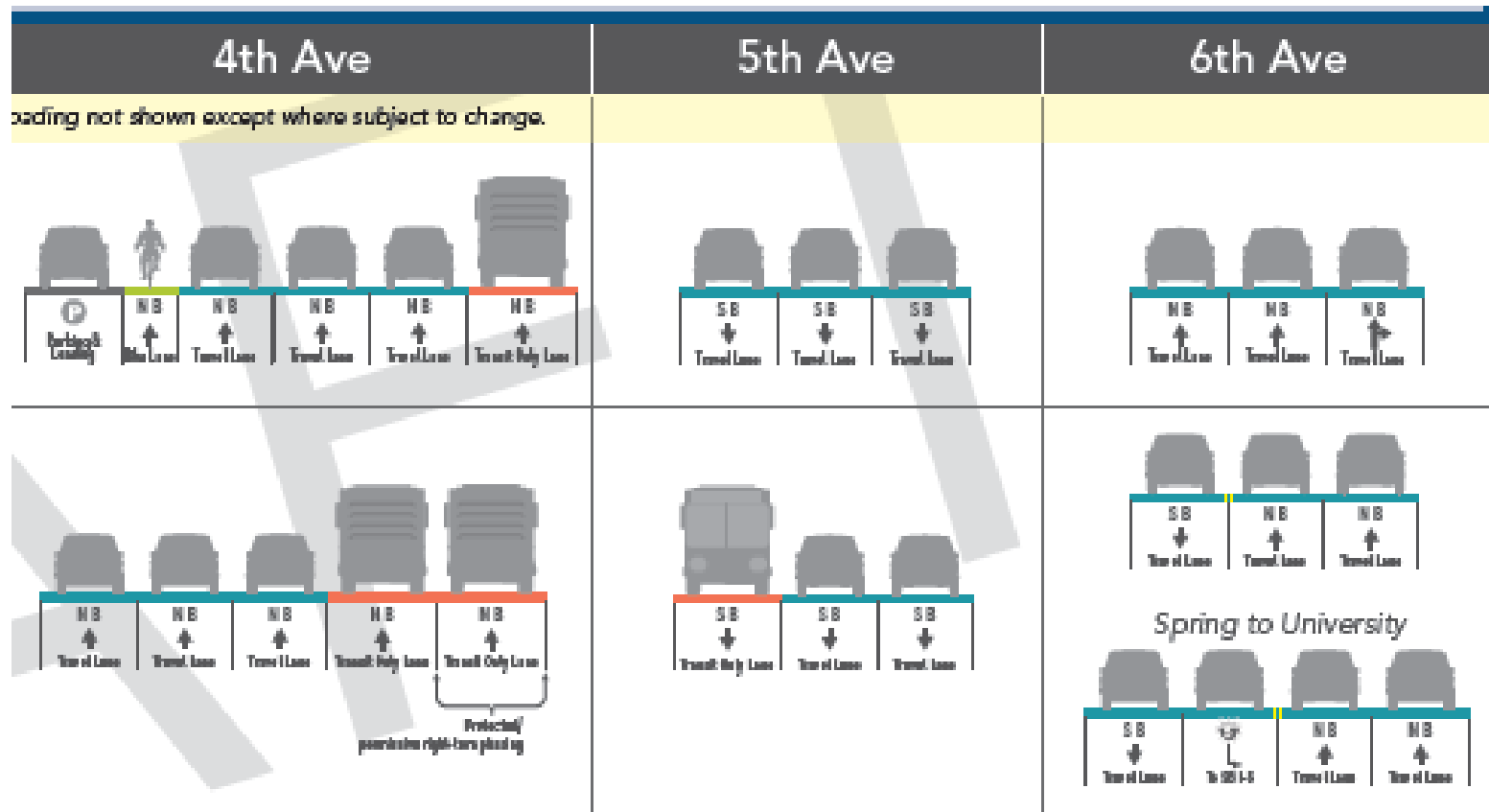
- Signal modifications
- Passenger loading enhancements
- Northbound protected bike lane on 4th Avenue; southbound on 5th Avenue



NORTH-SOUTH POTENTIAL SURFACE STREET OPERATIONS STRATEGIES

Option C: 4TH AND 5TH AVENUES TRANSIT COUPLET

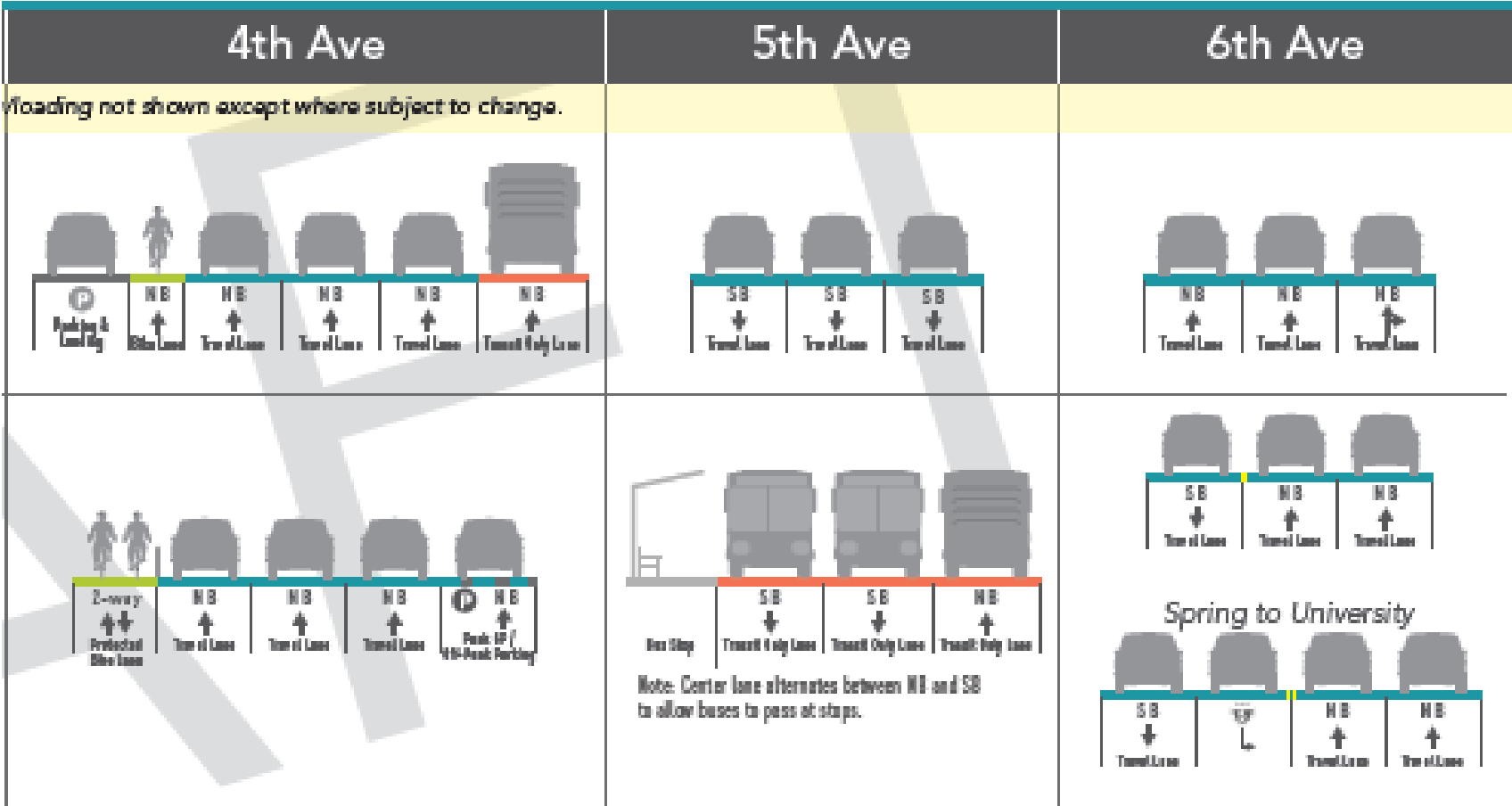
- Second NB Transit Lane on 4th
- Remove bike lane on 4th
- Southbound Transit Lane on 5th
- Two-way 6th Avenue



NORTH-SOUTH POTENTIAL SURFACE STREET OPERATIONS STRATEGIES

Option D: 5TH AVENUE TWO-WAY TRANSIT STREET

- Two-way transit-only on 5th
- Remove bus lanes on 2nd and 4th
- Two-way protected bike lanes on 4th
- Two-way 6th Avenue



PIKE & PINE SURFACE STREET STRATEGIES

- Bus lanes:
1st – 9th
- Protected bike lanes:
2nd – Broadway



Option B – PBL pair on Pike (8th-Broadway)



Option C – Couplet



-
- The map illustrates the bus rapid transit routes in Seattle. Key stations and districts shown include Westlake, International District, Georgetown, University District, and Montlake. Major roads like Aurora Ave N, Eastlake Ave E, and I-5 are also depicted. Red arrows indicate the primary travel directions: from Westlake to International District and Georgetown; from International District to Georgetown; and from International District to Westlake and University District.

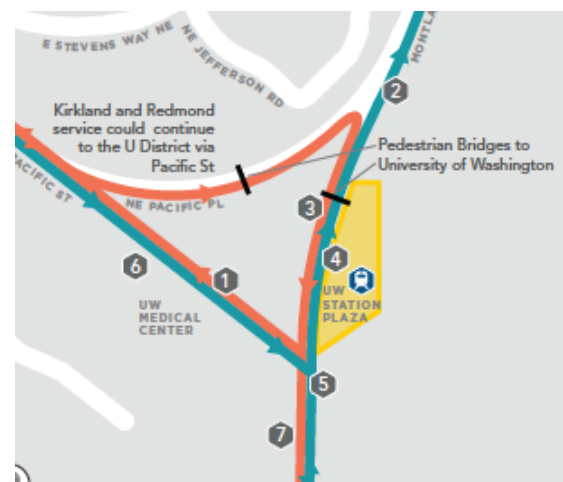


POTENTIAL PEDESTRIAN AND PUBLIC REALM STRATEGIES

- Improve pedestrian connections at transit hubs and major bus zones
- Activate public realm
- Declutter unnecessary street furniture, bus stop facilities, and signage



International District/Chinatown Station



University of Washington Station



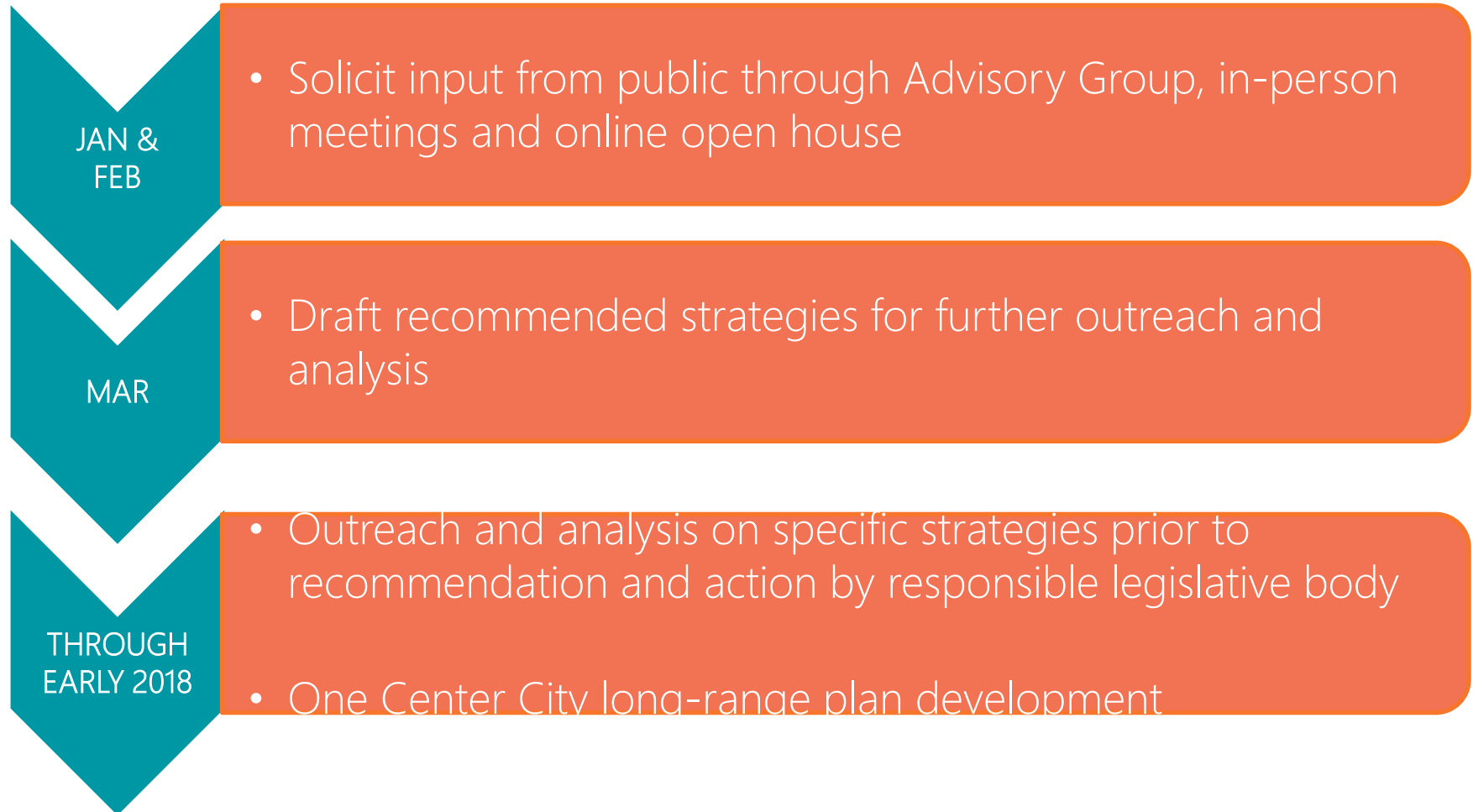
PROGRAMS AND MANAGEMENT STRATEGIES

- Parking and curb management
- Wayfinding
- Real-time information
- Transportation demand management
- Urban goods delivery strategies
- Shared mobility



NEAR-TERM STRATEGIES

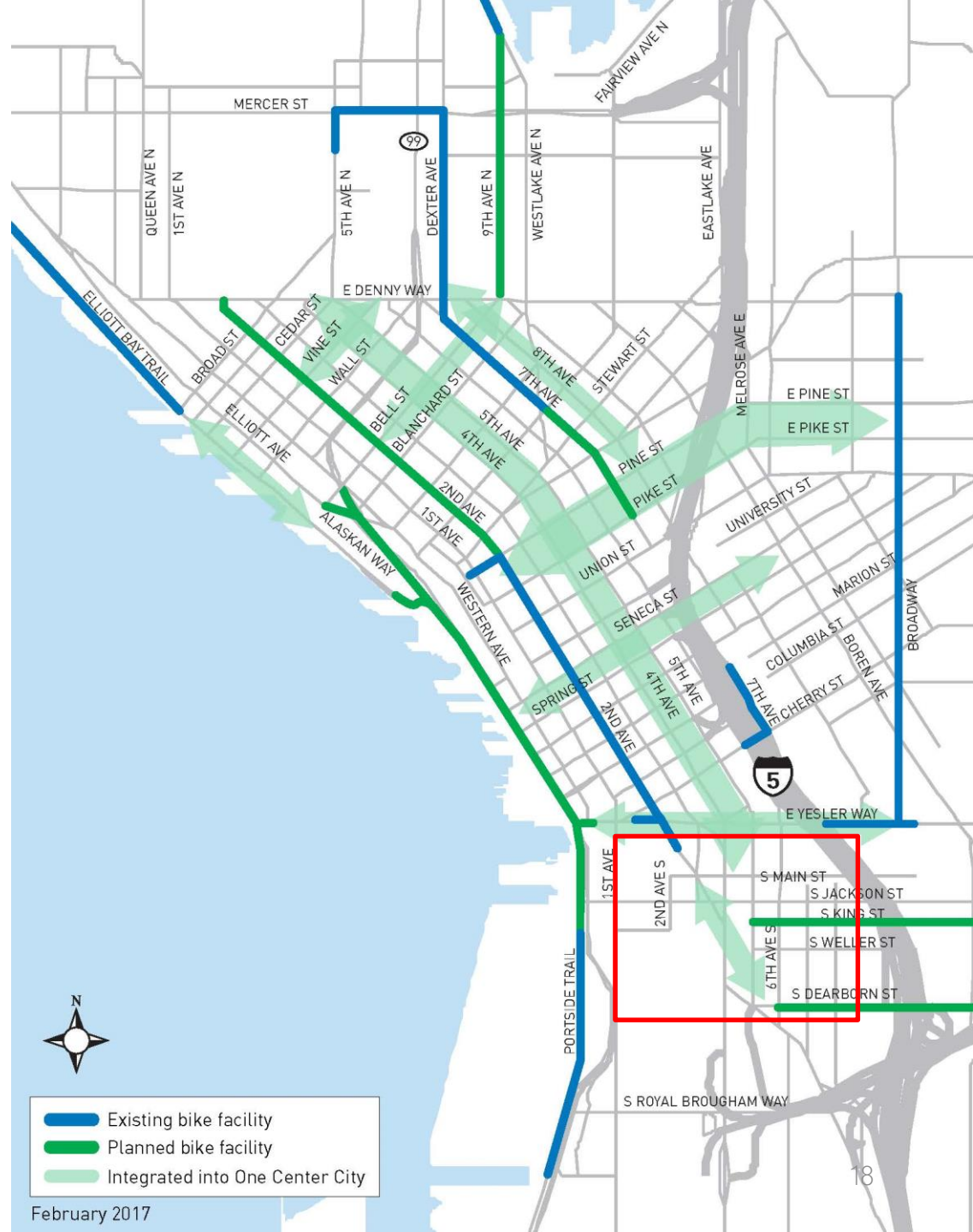
DECISION ROADMAP



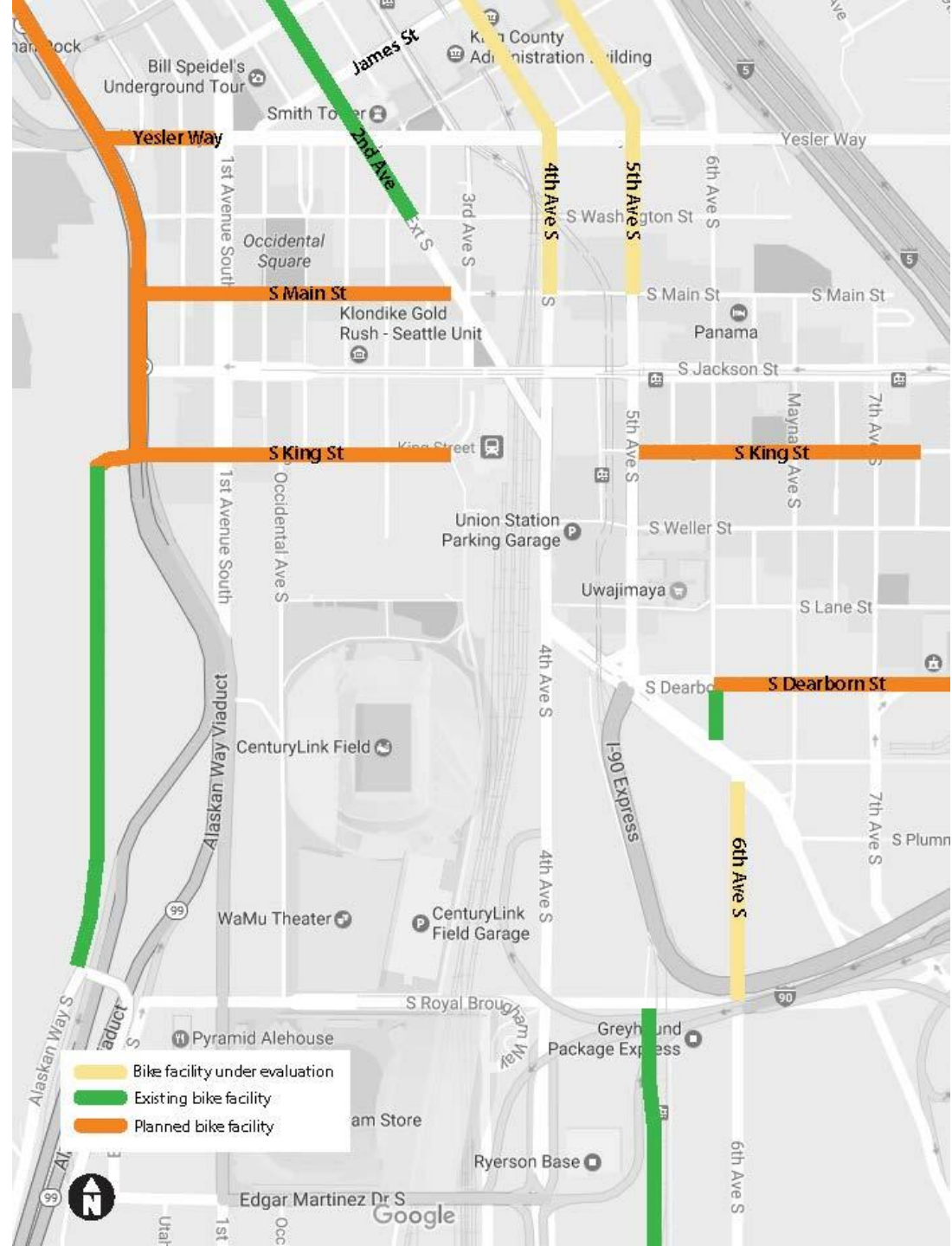
One Center City near-term strategies

- How could these changes affect how bikes move to and through Center City?
- What questions or concerns come to mind?
- What would you need to make these changes work for people who are biking?

Center City Bike Network progress

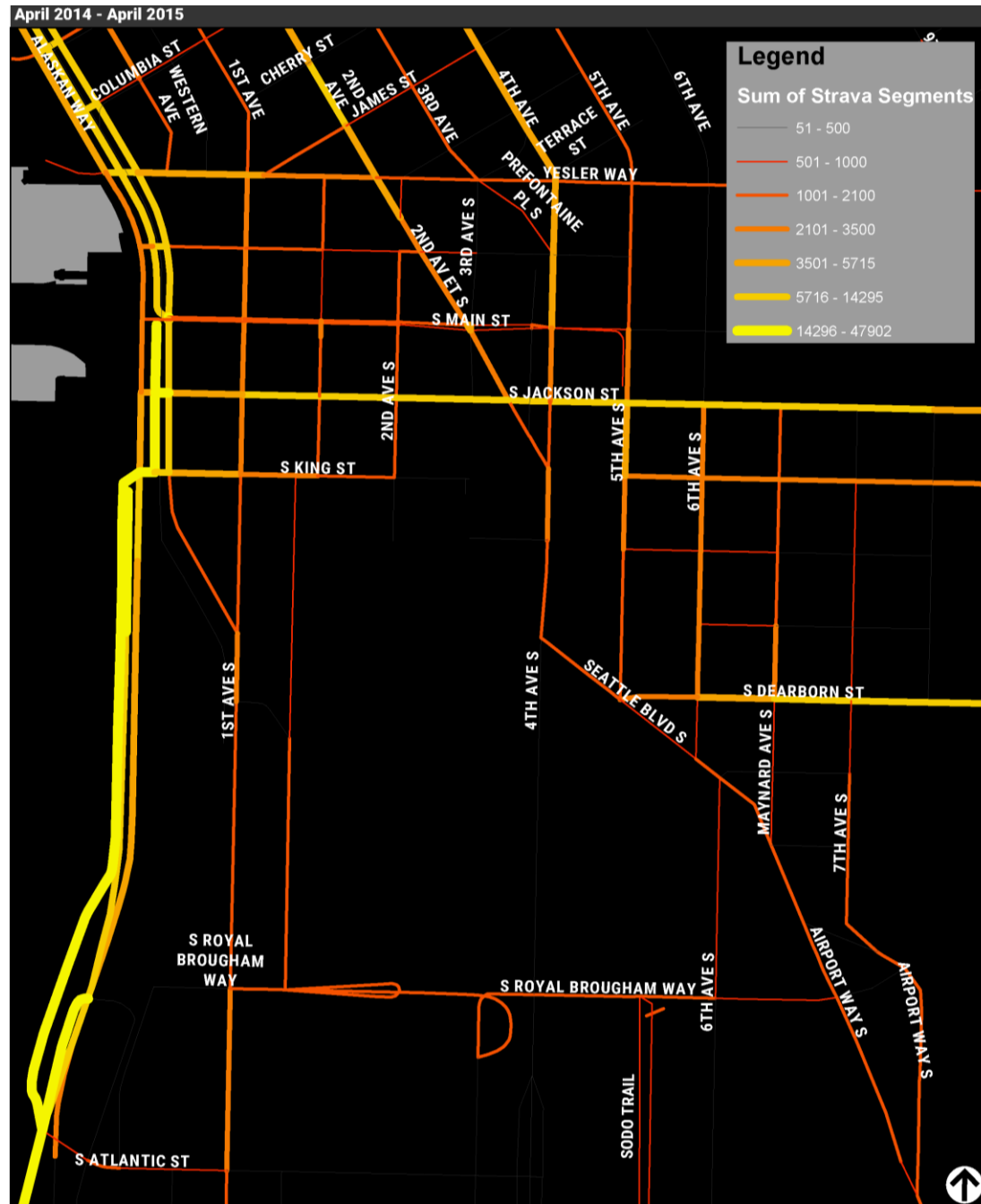


Connecting south end spokes



Strava heatmap

Where people ride



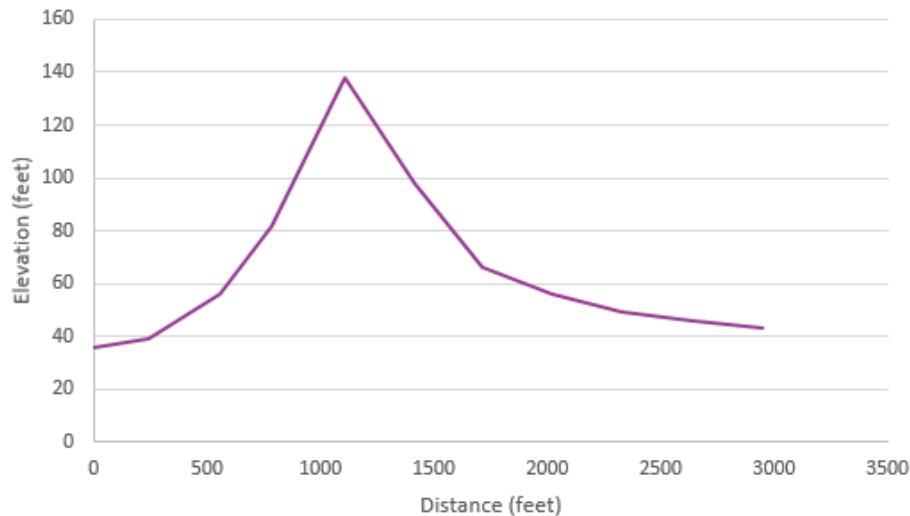
What we are discussing

Seven options to connect
2nd Ave Ext S to
S Dearborn St



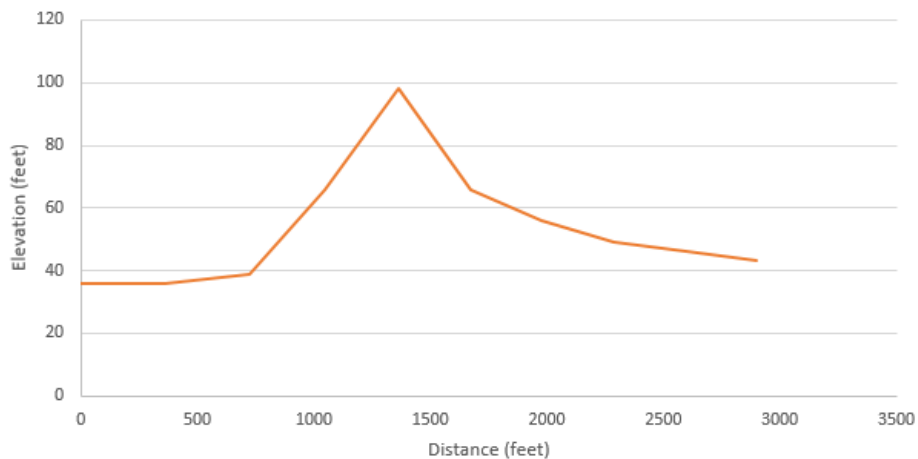
Option 1: S Washington St 6th Ave S S Dearborn St

Elevation vs Distance



Option 2: S Main St 6th Ave S S Dearborn St

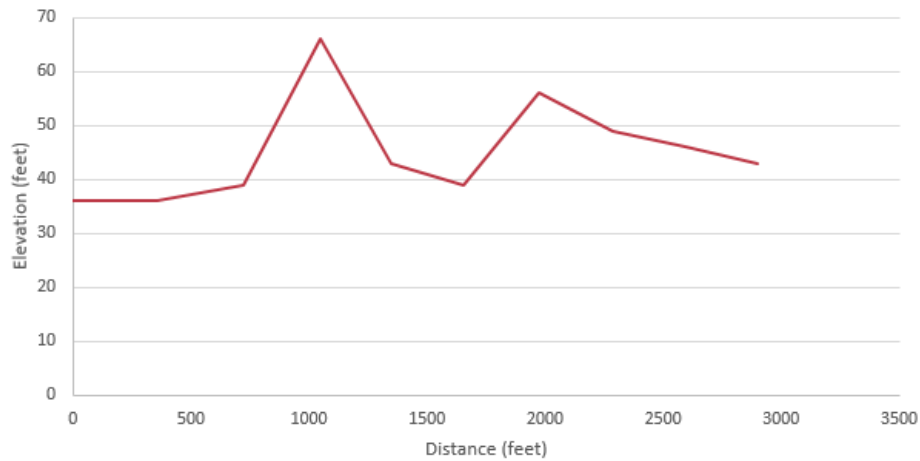
Elevation vs Distance



Option 3:

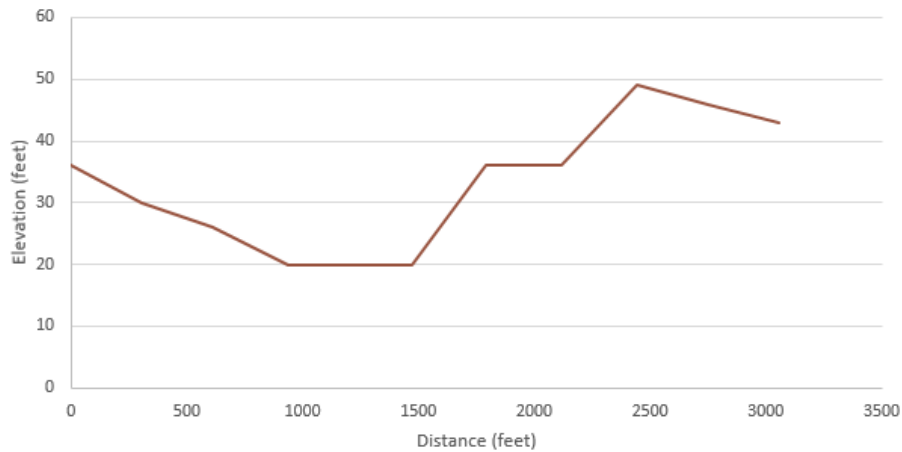
S Main St
5th Ave S
6th Ave S
S Dearborn St

Elevation vs Distance



Option 4:
2nd Ave S
S King St
S Weller St
6th Ave S
S Dearborn St

Elevation vs Distance

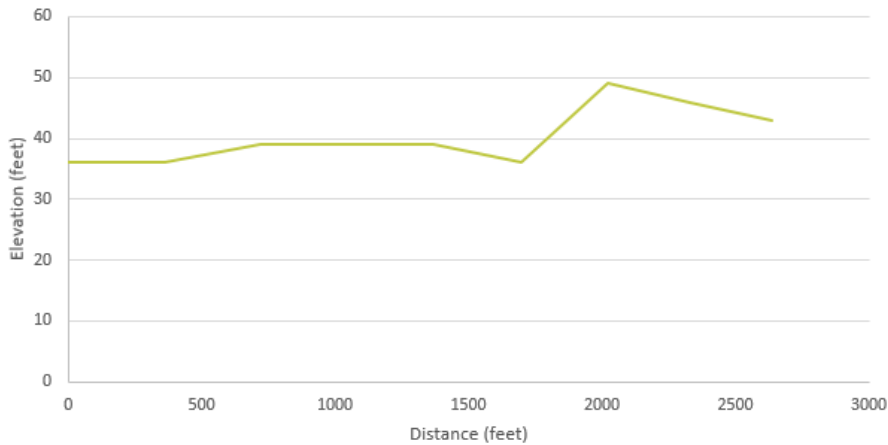


[Bike escalator](#)



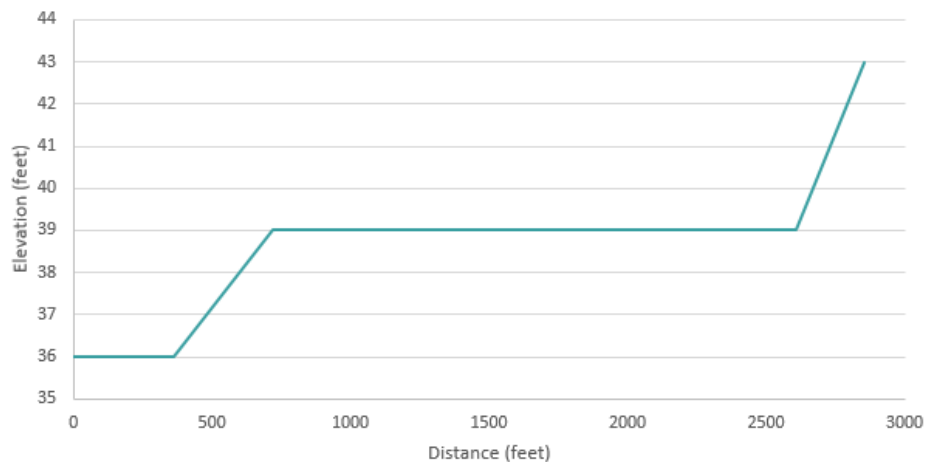
Option 5:
2nd Ave S Ext
4th Ave S
S Weller St
6th Ave S
S Dearborn St

Elevation vs Distance



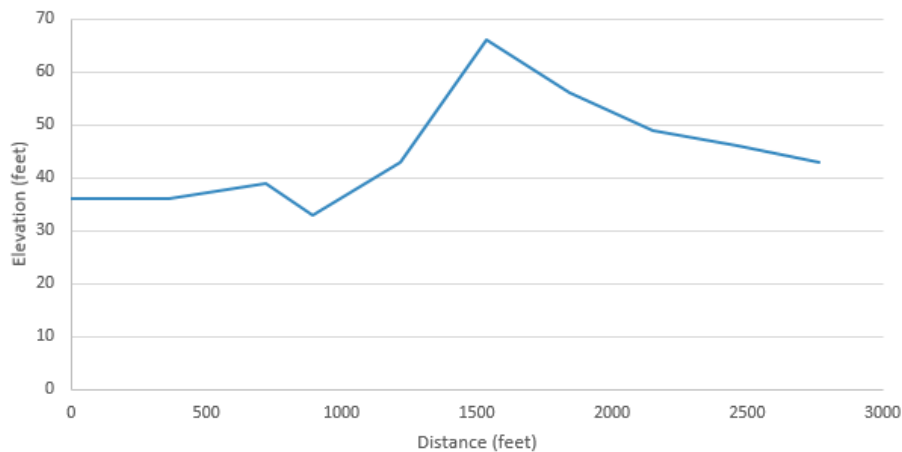
Option 6:
 2nd Ave S Ext
 4th Ave S
 S Weller St
 6th Ave S
 Seattle Blvd
 S Dearborn St

Elevation vs Distance

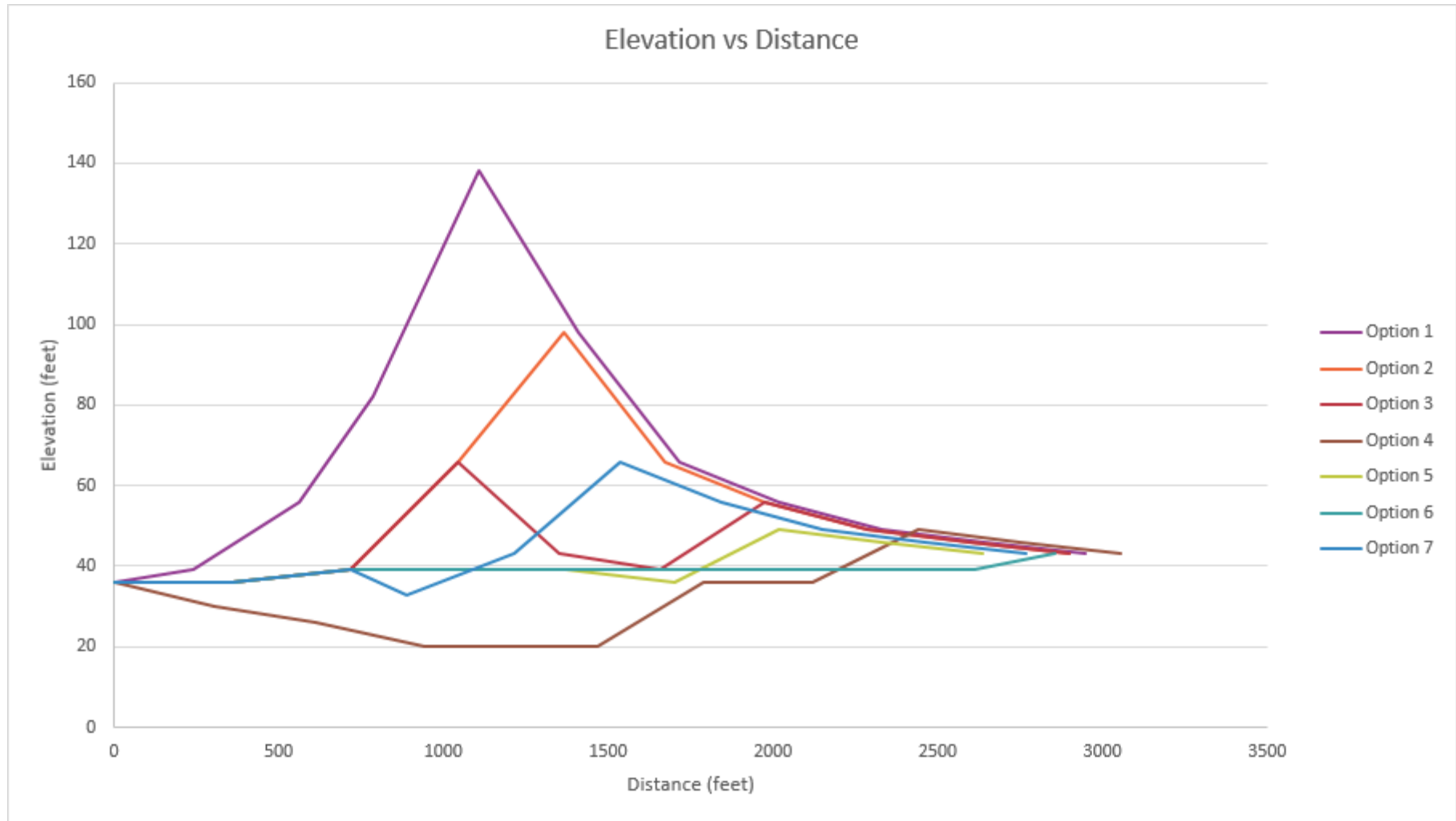


Option 7: 2nd Ave Ext S S Jackson St 6th Ave S S Dearborn St

Elevation vs Distance



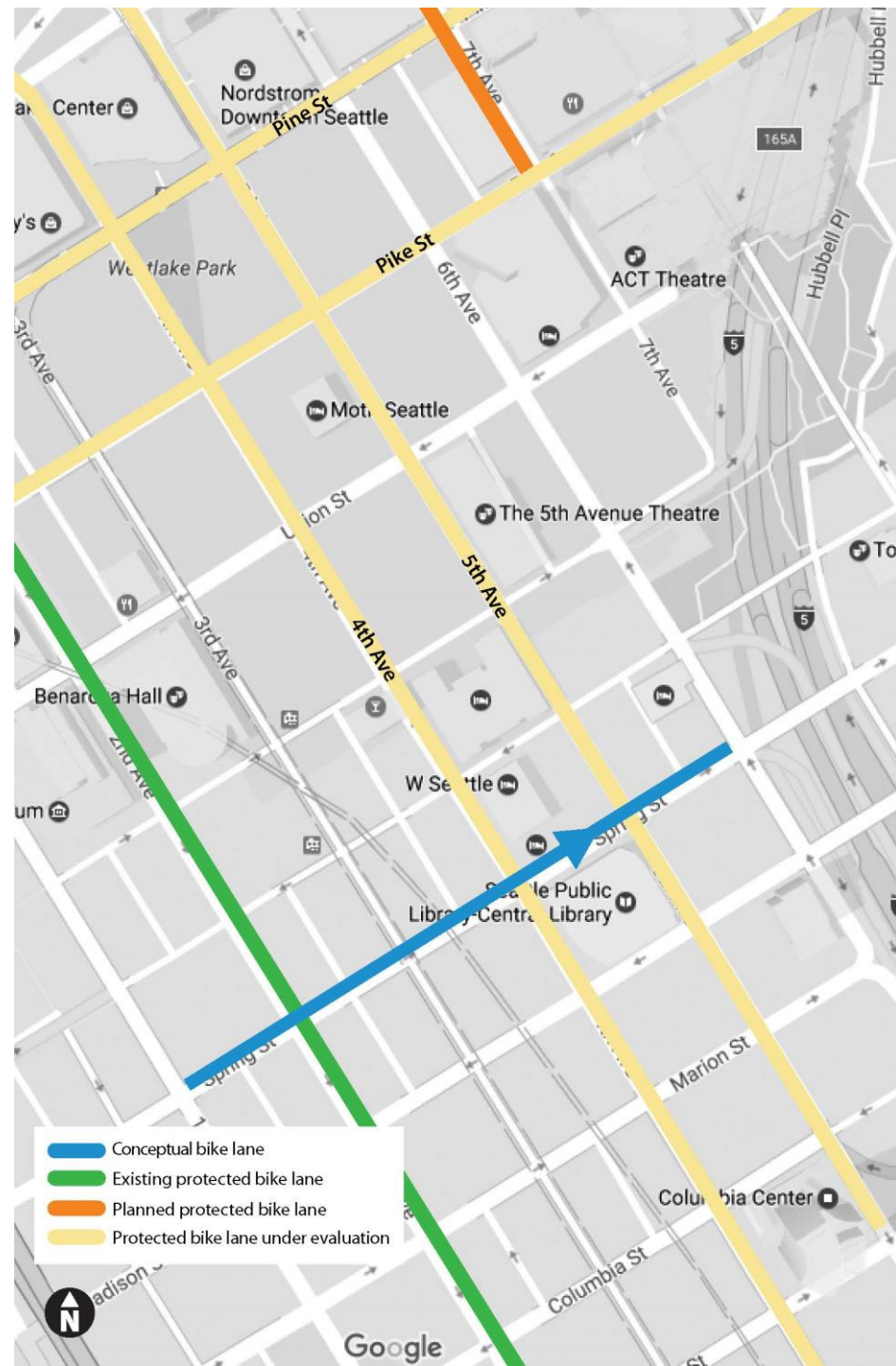
Grade by option



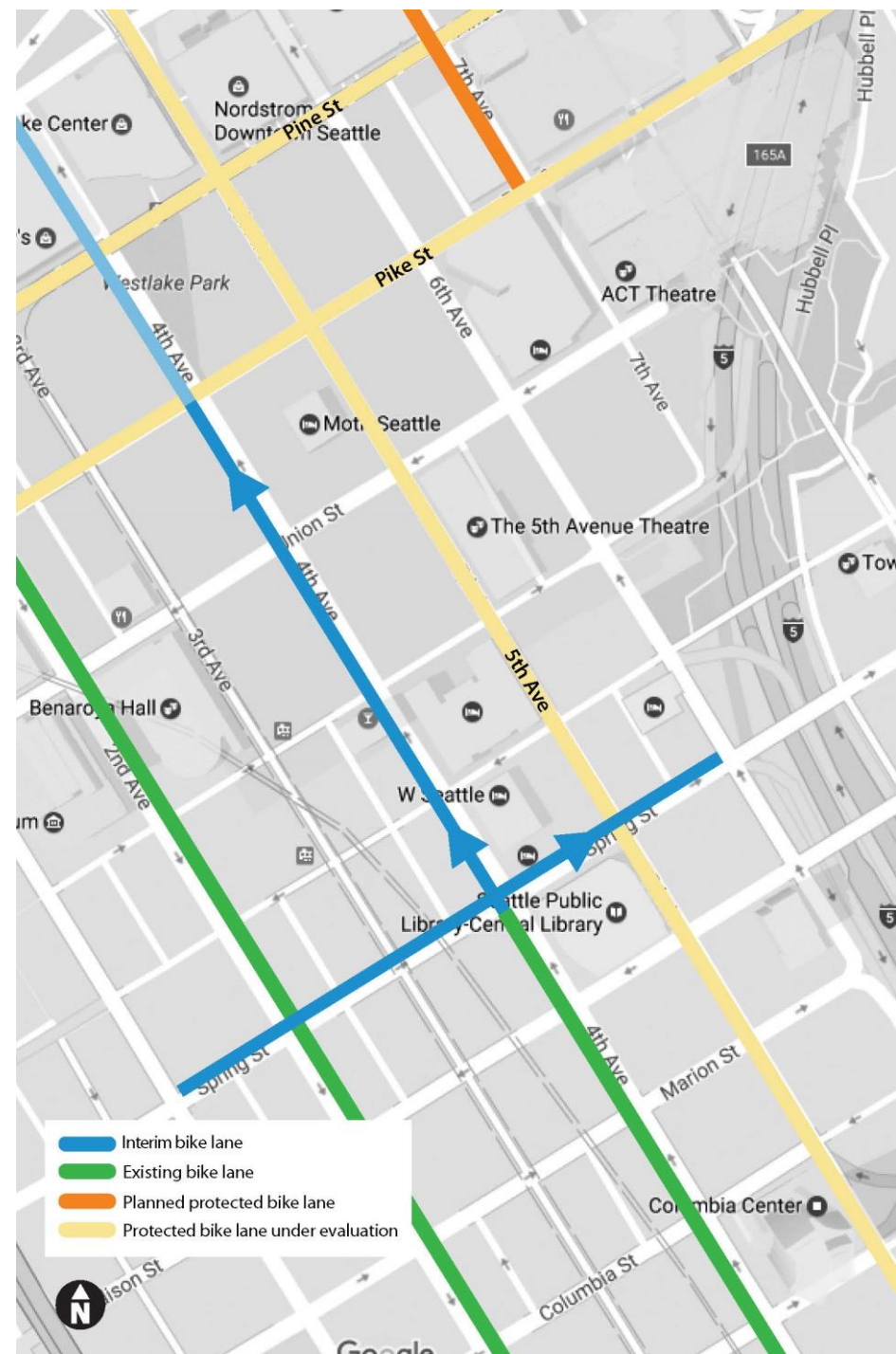
Provide your feedback

- How could these options affect how bikes move to and through Center City?
- Not all options connect to all spokes – how do we prioritize?

Spring St bike lane



4th Ave interim bike lane



Early implementation projects



Legend:

- Existing bike facility
- Planned bike facility
- Protected bike lane under evaluation

Map Labels: MERCER ST, QUEEN AVE N, 1ST AVE N, 5TH AVE N, DEXTER AVE, 9TH AVE N, WESTLAKE AVE N, FAIRVIEW AVE N, EASTLAKE AVE, MELROSE AVE E, BROADWAY, UNIVERSITY ST, MARION ST, BOREN AVE, COLUMBIA ST, 7TH AVE, WELCH ST, E YESLER WAY, S MAIN ST, S JACKSON ST, S KING ST, S WELLS ST, S DEARBORN ST, S ROYAL BROUGHTON WAY, 6TH AVE S, 2ND AVE S, 1ST AVE, PORTSIDE TRAIL, SPRING ST, 2ND AVE, 4TH AVE, 5TH AVE, SENECA ST, UNION ST, PIKE ST, PINE ST, STEWART ST, 8TH AVE, 7TH AVE, 5TH AVE, 4TH AVE, BLANCHARD ST, BELL ST, WALL ST, VINE ST, CEDAR ST, BROAD ST, E DENNY WAY, ELLIOTT AVE, ALASKAN WAY, WESTERN AVE, 1ST AVE, 2ND AVE, 3RD AVE, 4TH AVE, 5TH AVE, 6TH AVE, 7TH AVE, 8TH AVE, 9TH AVE, 10TH AVE, 11TH AVE, 12TH AVE, 13TH AVE, 14TH AVE, 15TH AVE, 16TH AVE, 17TH AVE, 18TH AVE, 19TH AVE, 20TH AVE, 21ST AVE, 22ND AVE, 23RD AVE, 24TH AVE, 25TH AVE, 26TH AVE, 27TH AVE, 28TH AVE, 29TH AVE, 30TH AVE, 31ST AVE, 32ND AVE, 33RD AVE, 34TH AVE, 35TH AVE, 36TH AVE, 37TH AVE, 38TH AVE, 39TH AVE, 40TH AVE, 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February 2017

Questions?

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www.seattle.gov/transportation/ccbike.htm

<http://www.seattle.gov/transportation>



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